

## LISTING OF THE CLAIMS

This listing of claims will replace all prior versions, and listings, of claims in the application:

Claims 1-10 (canceled).

11. (new) A method for closed-loop speed control of an internal combustion engine, comprising the steps of: computing a first filtered actual speed ( $nM1(IST)$ ) from an actual speed ( $nM(IST)$ ) of the internal combustion engine by means of a first filter; computing a first control deviation ( $dR1$ ) from a set speed ( $nM(SL)$ ) of the internal combustion engine and the first filtered actual speed ( $nM1(IST)$ ); determining a power-determining signal ( $ve$ ) for automatically controlling the speed of the internal combustion engine from the first control deviation ( $dR1$ ) by means of a speed controller; computing a second filtered actual speed ( $nM2(IST)$ ) from the actual speed ( $nM(IST)$ ) of the internal combustion engine by means of a second filter; computing a second control deviation ( $dR2$ ) from the set speed ( $nM(SL)$ ) and the second filtered actual speed ( $nM2(IST)$ ); and, when a dynamic change of state occurs, determining the power-determining signal ( $ve$ ) for the closed-loop speed control of the internal combustion engine with the speed controller from the first control deviation ( $dR1$ ) and the second control deviation ( $dR2$ ).

12. (new) The method for the closed-loop speed control of an internal combustion engine in accordance with claim 11, including detecting the dynamic change in state by way of the second control deviation ( $dR2$ ).

13. (new) The method for the closed-loop speed control of an internal combustion engine in accordance with claim 11, wherein the second filter has a smaller filter angle than the first filter.

14. (new) The method for the closed-loop speed control of an internal combustion engine in accordance with claim 12, wherein the second control deviation ( $dR2$ ) acts on a P component of the speed controller.

15. (new) The method for the closed-loop speed control of an internal combustion engine in accordance with claim 14, including determining the P component from the first control deviation ( $dR1$ ), a first factor ( $kp1$ ), and a second factor ( $kp2$ ), with the second factor ( $kp2$ ) being computed from the second control deviation ( $dR2$ ) by way of a characteristic curve.

16. (new) The method for the closed-loop speed control of an internal combustion engine in accordance with claim 15, including additionally computing the P component from the second control deviation ( $dR2$ ).

17. (new) The method for the closed-loop speed control of an internal combustion engine in accordance with claim 15, wherein the first factor ( $kp1$ ) is either preset as a constant or computed as a function of the first filtered speed ( $nM1(IST)$ ) and/or an I component ( $ve(I)$ ).

18. (new) The method for the closed-loop speed control of an internal combustion engine in accordance with claim 12, wherein the second control deviation ( $dR2$ ) acts on a DT1 component of the speed controller.

19. (new) The method for the closed-loop speed control of an internal combustion engine in accordance with claim 18, including determining the DT1 component from the second control deviation ( $dR2$ ) by way of a characteristic curve.

20. (new) The method for the closed-loop speed control of an internal combustion engine in accordance with claim 19, including deactivating the DT1 component by means of the characteristic curve if the second control deviation ( $dR2$ ) becomes smaller than a first limiting value ( $GW1$ ) ( $dR2 < GW1$ ), and activating the DT1 component by means of the characteristic curve if the second control deviation ( $dR2$ ) becomes greater than a second limiting value ( $GW2$ ) ( $dR2 > GW2$ ).